

MARYLAND HISTORICAL TRUST  
NR-ELIGIBILITY REVIEW FORM

Property Name: \_\_\_\_\_ Inventory Number: ~~11-0010~~ CH-853

Address: 114 St. Mary's Avenue, Charles County - in the vicinity of La Plata

Owner: Middleton, Edward L and Jean S

Tax Parcel Number: 114 Tax Map Number: 113

Project MD 301 Agency State Highway Administration (SHA)

Site visit by SHA Staff: ☒ no ☐ yes Name: \_\_\_\_\_ Date: \_\_\_\_\_

Eligibility recommended ☐ Eligibility **not** recommended ☒

Criteria ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☒ None

Is property located within a historic district?: ☒ no ☐ yes Name of District: \_\_\_\_\_

Is district listed?: ☒ no ☐ yes

Documentation on the property/district is presented in: Project Review and Compliance Files

Description of Property and Eligibility Determination (Use continuation sheet if necessary and attach map and photo)

114 St. Mary's Avenue is a circa 1920, Colonial Revival-style dwelling. The wood frame house is one-and-one-half stories in height and three bays wide with a one-story side porch. Both the house and the side porch are covered by steeply pitched side gable roofs. The primary roof is pierced by three, front gable roof dormers. The dormers are centered within each of the three bays. The house has a central entry with a Colonial Revival-style door surround. A brick, exterior chimney rises on each gable wall of the house.

Charles County's late 19th- and early 20th-century history is dominated by industrial and urban development. The greatest impact upon community growth came from the railroad. The completion of the Baltimore and Potomac Railroad's (B&P) mainline from Bowie in Prince George's County to Pope's Creek in Charles County in 1872 prompted local entrepreneurs to establish stores and other commercial facilities near the railroad stations. The B&P Railroad also made inland farms accessible, thus, increasing their value and revitalizing the practice of agriculture in Southern Maryland. As a main stop on the B&P line, La Plata was able to expand both commercially and residentially. La Plata station still stands at the intersection of the rail line with Charles Street.

Prepared by EHT Traceries, Inc.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <input type="checkbox"/>	Eligibility not recommended <input checked="" type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	Consideration <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None
NO LONGER EXTANT	
Reviewer, Office of Preservation Services	Date 10/26/99
Reviewer, NR Program	Date 2/19/02

Towards the end of the first quarter of the 20th century, road improvements and developments also contributed to La Plata's community evolution. In particular, the Robert Crain Highway, later expanded as part of U.S. 301, attracted new development to older communities along its corridor. Crain Highway brought commercial development on La Plata's west side and contributed to the Charles County seat's overall growth in the 1920s and 1930s.

Built circa 1920, this Colonial Revival-style dwelling is not eligible for the National Register. While this house is typical of the residential development within La Plata, this resource lacks significance related to events, persons, or architecture. Criterion D, information potential, was not assessed for this study.



CH-853  
La Plata  
Quad

